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Reconstructed 1107-1934 Packard
Twelve Touring Convertible,
whisper quiet in the snow.
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cluding several Packards and
many one-of-a-kind marques,
on display at the Fountain-
head Antique Automobile
Museum, Fairbanks, Alaska.

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countryside in the vicinity
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Let it snow

Back Cover

1932 Packard 8 Spare Cover

Please plan to attend
our next membership
meeting.

January 10, 2017

Looking forward to an
active and fun-filled
2017!



Photo by Melissa Becker

Trees or Cars, Becker's Means DIY

more on pages

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Chris Becker of *Becker's DIY Restoration* and *Poor Boys Speed Shop* with son, Carston, on the way back to Tile Flat Road, where the restoration facility his father, Bill Becker, started in 2005 is located. Joe Santana and John Imlay visited the shops in August to learn more about this unique approach to auto restoration for those who want to Do-It-Yourself, but lack professional equipment and expertise.



by Monte Glud
and
Robert Douglas

Director's Page

Another year of car shows, Fourth of July celebrations, the Forest Grove Concours and the fabulous Pumpkin Tour are fast becoming wonderful memories.

One of the events which helped cap off this past summer's Packard adventures is the first day of school. Our two youngest grandchildren, Tavin and Tennyson, along with their parents, really enjoy being driven to that very first day of the school year in our Packard. Of course, I get to promise that if Elaine and I are in town on the last day of the school year, we will chauffeur them home in the Packard. I also threaten to chase them home from school with the Packard if they don't pass!

Fortunately, for all concerned, they have done well in school.

On a more serious subject, I would remind all of our Packard Knights and Ladies of the road to be careful in this world most dangerously loaded with safety hazards. Several months ago, one of my closest friends, Ed Casciato, a man who is used to working on tall ladders, took a fall from a short six foot ladder while picking apples in his backyard. He suffered five broken ribs and a collapsed lung. Several months ago, Hemmings Classic Car magazine ran an article by Jim Richardson which described several accidents that happened to people like ourselves while working on automobiles. Some years ago, I purchased my first floor jack from the then-existing Portland Jack Company. The jack was ancient, but worked well with one drawback. I was advised when I bought it

to never pump it up past a certain point that was clearly marked on the ram of the jack. A friend, who was working on his pickup truck, placed the jack under his front axle. He chose to ignore my pleadings and pumped up the height of the jack past the warning mark on the jack. He then proceeded to stick his head under the front fender opening when suddenly down came the ram of the jack. Luckily for him, the angels were with him and instead of losing his head he only received a sharp bump from the top of the fender's wheel opening. So please be careful, the world of Packards needs each and every one of us.

A new year is upon us and may it be a year of peace, prosperity, health and happiness for all!

Happy Motoring,

Monte Glud



Robert Douglas

From the Editor

by John Imlay

H

appy Holidays all! At this time of year many of us take stock of the last twelve months and think about what we're thankful for. At least as far as our club

and our hobby, we had a great year didn't we? We had some wonderful tours, some of which had a nice, healthy turnout. Forest Grove was a wonderful success with multiple winners in our Packard family. Some of us bought and/or sold a car or two. We had a pretty nice summer weather wise... not too hot. And, to the best of my knowledge, although a few of us were under the weather for a time, we didn't lose anyone this year. For my part, in addition to a relatively happy and healthy family, I'm thankful for all of you. I'm grateful for the continued camaraderie, patience, interest, support, and advice which is invaluable to us newcomers. Getting to know so many of you over the past couple of years has been a real pleasure.

R

ecently I have been reading through some of the old editions of the "Clipper," all the way back to the 1970s. They gave me a little perspective. First, it was gratifying to see how much this publication has improved with each successive editor over the last forty years. Second, I noticed a lot of the same people participating in events back then that we still see today. So, the perspective I gained there was that I need to curb my frustration at not seeing more of you showing up to club events. I guess after forty or more years of doing this stuff, it can be a real effort to get out and do what's been done many times before. Well, all I can say is us new guys need you. We need to see your cars on the road and... we need your knowledge, experience and advice. So, I hope you'll continue to participate in our club activities whenever you're able.

A

nd finally, I hope you'll remember the story I told in my first few editions of the Clipper which recounted how I became a Packard lover. Well, I sent copies of those stories to the now eighty-year-old man who inspired that passion. In response, he sent me a hand-written letter which really touched me. I offer a retyped version of that letter to you at right. I hope you enjoy it. Happy New Year!

John Imlay

1 Sept., '16

Dear John:

I received your articles and after reading them I remember you clearly. I am glad that I passed a love for Packards on to you. While reading your articles, I couldn't help but to remember the time I drove the Dietrich from my garage in Jobstown all the way to the Packard plant in Detroit. I actually have a photo of the car in front of the entrance at the plant just like the one Ralph [Marano] recreated in his museum, which I will send to him when I locate it. The gas pumps are long gone and the garage was sold 5 years ago. It was converted to a welding and fabrication shop.

The last big Senior Packard I sold was to a man from Brazil. He traveled here on 3 different occasions before finally deciding to take the car home with him. I still have a 1939 1700 series 4 door sedan Packard that I use as a driver, but leave the cattle prod at home. It was nice to hear from you and thanks for restoring an old man's memories.

Sonny Matthews



PACKARD & THE CRASH

STORY AND PHOTOS
BY GERALD PERSCHBACHER, LLD

The voice was soft and low, spoken in the dark recesses of an alleyway. “Wanna buy a Packard?” You might have thought you would hear such a thing in 1934 at the extreme low point in the Great Depression. Salesmen were desperate. Buyers were few and getting fewer. The financial squeeze was on.

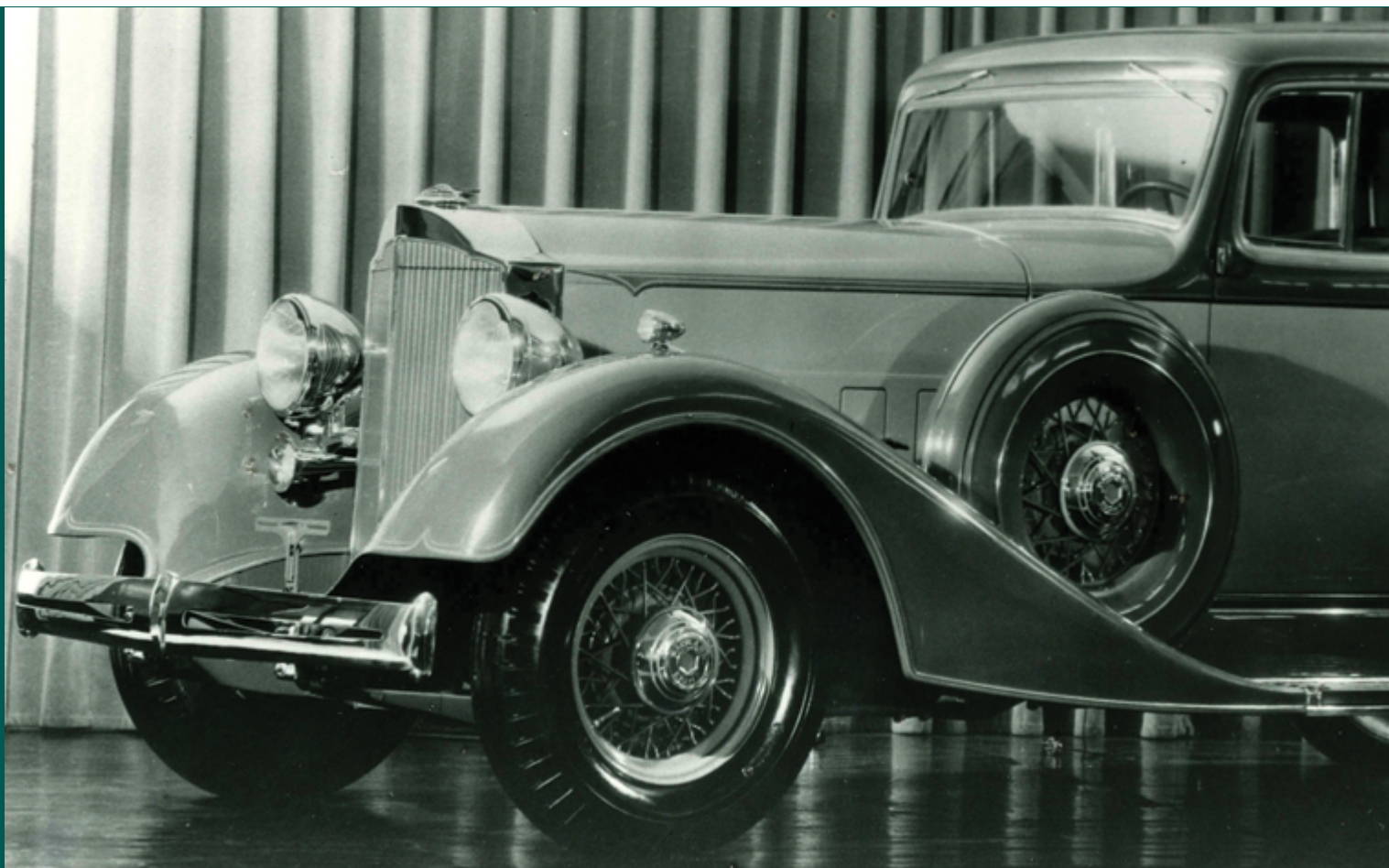
Yet, Packard wasn't THAT cordial toward back-door deals, cash exchanges in alleys, or unscrupulous bargains. Like most car makers, Packard might jiggle a price downwards, especially by bargaining dealers, but it was still in the legitimate car-selling business and stuck to its morals. Packard leadership and its field network aimed for quality, service, and high ideals to weather the downturns.

That seemed none-to-wise in 1934, a year when Packard hardly reached more than 6,000 new car sales. The monetary avalanche of 1929 had caused a bottoming-out aftermath for the entire industry and reaped final sales

for a variety of good car makers that literally bit the corporate dust. Packard was to be among them.

To show how severe things were, Packard produced 48,318 cars in calendar year 1929. At the end of 1930 the number was a bit more than 28,000. 1931 saw a drop to a shade above 13,000. 1932 proved worse with barely 8,000 units. There was a slight rebound to 9,600 in 1933, but 1934 dropped sales to 6,071 by the last day in December. We can imagine the exodus that took place as car salesmen looked for other work – problem was, the “other work” hardly existed.

If you were wealthy enough to buy a Packard in 1934, you were among a privileged group. Even men and women of means who fit into that category were reticent in buying a high-priced car, for fear of “poor folks” rioting against it and threatening the very lives of the car's occupants, it was so severe.





1 \$100 WILL BUY THIS CAR
MUST HAVE CASH
LOST ALL ON THE
STOCK MARKET

2 METER MAIDS IN
MOTOR CITY 1930s

Packard lost more than \$15 million in the drop of sales from 1930 to 1934, albeit there was a half-million dollar positive income for 1933. Good management and careful fiscal control plus advance financial planning aided in the company's survival. So did the cars themselves. Some of the BEST cars made in America were issued in those years. They are just as admired by collectors today who appreciate the finer things in automotive circles.

Look at 1934 as a transition year. The company was setting sights on a new model that could (and would) save the company's rear. That car was the One-Twenty, a totally fine offering in the medium price class shared by the likes of top-line Buicks and LaSalles. Time was wasting and Packard could not simply jump into that field without doing its homework and setting firm plans. Meanwhile, by 1934, Packard had bounced around a

range of car lines including the Standard, Super Eight, Custom, and DeLuxe versions, even Twin Sixes and Twelves all of which had to face the drone of low sales just to buy time for Packard's future.

Let's look at this from another perspective. Even heavyweight Ford, cheap price notwithstanding, reached the 1.5 million production mark for 1929, dipped to 1.1 million for 1930, dropped to 615,000 for 1931, and took second place to Chevy. How the mighty had fallen! Well, slipped is a better word. Ford was second in sales for 1932 with 210,000 units (in second place behind Chevrolet). 1933 and 1934 saw freshly designed models with increase interest and a long financial period that some people just could not wait to escape. They had to buy a car for sheer transportation to work and for family needs. Those who were in that boat may have had comfortable incomes but probably felt the bite in the early 1930s – so they went with lower priced cars and not the customary brands they liked (such as Packard).

Packard came with four-speed synchromesh transmissions at that time. It was an option at no added cost. 1934 models came with Ride Control whereby the hydraulic shocks could be adjusted per the whim of the driver. Bijur automatic chassis lubrication also was available. Non-shattering Safety glass prevailed (you've got to wonder if that was due in part to threats from envious, homeless street thugs who wished to express their disdain). Some people have calculated that Packard made as many as 10 high-priced De Luxe cars per work day. That was hardly enough to keep artisans at their trade. The catalog listed 11 models in that line along, which means survivors from that era were very few to begin with. They are fewer now, of course.

The base price of a Standard eight ran around \$2,150 for 1933-1934 while more expensive models ran a good \$1,200 higher and on up. Even at the lowest price, few people could afford it. But the future dawned brighter once the 1935 One-Twenty hit the road to success. History proved that 1934 was not the last curtain call by Packard. But it came close. Very close.

PACKARD'S 1934 BREAD-AND-BUTTER SEDAN WAS
STILL HARD PRESSED TO PLEASE BUYERS WHO COULD
HARDLY AFFORD THE BREAD, LET ALONE THE BUTTER.





William John Becker

Born: 11/29/1945

Died: 10/13/2010

William "Bill" John Becker, was active in the old car hobby since high school having received his 1909 Brush Run-about for graduation. Bill helped organize the Lloyd Center Car Show for many years.

He met and married Karen L. Green in 1975 at St. Mary's Cathedral. In 1977 they moved into their home on Tile Flat Road.

Bill operated Tualatin Valley Restorations, restoring many beautiful, show quality automobiles. In 1978, now with children Chris and Susan, Bill and Karen entered into business with Bill's grandfather Lou Becker, to form Becker's Model T and A Ford Parts, Inc. It was sold in 1980 and Bill began sandblasting. In 2003 the family began Becker's DIY Auto Restorations renting individual spaces, allowing others to restore their own automobiles with a sense of community. Bill also taught auto restoration classes at PCC: developing numerous new friendships along the way.

The following article about Bill written by freelance writer Jerry Boone, appeared in the Drive Time section, Sunrise edition of The Oregonian on February 2, 2008

Mentoring with a Wrench

by JERRY F. BOONE

Publication Date: February 2, 2008 Page: DT01 Section: Drive Time (Advertorial) Edition: Sunrise

The frame of an MG T-series sits along the walkway to Bill Becker's shop. It's parked next to a stack of fenders, a couple sheet metal cowlings and a pile of parts unrecognizable in their obscurity.

Inside one shop building, a muscle-car enthusiast labors over an early 1970s GM coupe while another motorhead restores an old service station gasoline pump.

Becker's son, Chris, works on the steering shaft of an old bus being brought back to life in a second building, installing it with the help of Clayton Paddison, who shows up on weekends to work on his own 1920s-era hot rod.

Becker moves from project to project, offering advice, encouragement or gentle criticism.

"Sometimes it isn't so gentle," said Paddison with a grin. "I've come to recognize that every time I figure I've finished a job on this car, Bill figures I've only just begun.

"I'll bet I redid the front end on my car three times."

That's just Becker's way. His shop is a hands-on, do-it-yourself and do-it-right, or do-it-over operation.

It is tucked away off a two-lane road in rural Washington County, marked only by the lighted outline of a classic sedan on the gate that secures the site.

"It's like a clubhouse," said Paddison. For a dozen or so friends and pupils of Becker, it is a place where they can get their hands dirty sanding, scraping, machining, filing and fitting.

"I work in tech support," said Paddison. "I field 60 to 90 calls a day from people who are unhappy and frustrated. This is a place where I can relax, unwind and enjoy the camaraderie of people with a similar interest."

Saturday traditionally begins with breakfast at a local restaurant, then everyone caravans to the shop to begin work.

Becker teaches auto restoration through Portland Community College and for students who sign up for his own classes. A steady stream of former students drop by during the day to see what's going on in the shop or just to talk about their latest project.

Becker went to college to become a machinist, but during his school days he and a friend restored a 1917 Hudson as a sideline to make a little money. Then it was a Model A Ford and a Stanley Steamer. And the list goes on and on.

He is most proud of the 1934 Rolls Royce Phantom II he restored into a consistent show winner.

"There are a lot of parts on this you just can't get anymore," he said, lifting the bonnet of the massive, elegant car. "So you make do with what you can. There are parts under the hood that are made for toilets."

Finding the right pieces to do the job is a lot of the fun, he said.

An old-car enthusiast could drop untold thousands of dollars on a restoration project and never really have an idea --beyond the money --what went into it.

"But it's getting so expensive that a guy earning a normal paycheck can't afford to have a car restored," Becker said. "But if they are willing to do the work themselves and put in the time to learn how to do it, it is still possible.

"When I began 40 years ago, I really didn't know much, but people took the time to teach me. I figure it is only right I pass on what I know to others."

Becker excuses himself to talk to someone that needs some sandblasting performed. And then there's the monster pickup being assembled in another shop, and his son's Morris Minor, the Packard limousine up on stands and . . . well, you get the idea.

Jerry Boone is a Portland-area freelance writer. E-mail may be sent to jfboone@aol.com.

by Joe Santana

Having a Blast at Becker's

Karen Becker treats our fearless editor to a ride in the 1909 Brush at Becker's DIY Restoration..

Few in our club are as clueless as I was attempting to restore The Duchess, my '40 160 convertible sedan. Besides the lack of mechanical knowledge and talent, I didn't have any specialized tools, except for a pair of pliers. A friend at church referred me to Bill Becker, another parishioner who taught a restoration class at PCC's Rock Creek campus. I decided to enroll.

Bill's class challenged us, immersing us in electrical, mechanical, body and paint, upholstery, metal refinishing, casting and woodworking. He brought in experts and took us on field trips to shops all over the city that specialized in instrument refurbishing, metal coatings and finish-

ing, paint, tires, suspension, and body work where we could get hands-on, close-up and personal with the intimate details of this thing we loved, our baby on four wheels.

Older guys in Bill's class were restoring the cars they gave up when the kids came along—Triumphs and MGs, '57 Chevys. Guys 20 years younger went for muscle cars of the '70s. The youngest guys were mixing it up with hot-rods they were creating with catch-as-catch-can parts.

Bill Becker was a big, kind and generous man, eager to teach people like me who had never handled a paint gun, or welded, machined, sand-blasted, or used spe-

cialized tools for removing valve springs or bending and flaring tubing. He had the patience to teach someone how to sand properly from 200 to 2000 grit and get a beautiful painted finish.

Bill and his family had restored an ultra-luxurious 1934 Phantom II Continental Rolls Royce with a short wheelbase, high-

compression head, and all the speed options. It was shown and won many times at car shows including Forest Grove Concours. Naturally on the front gate there's a full-size outline of that magnificent vehicle in white lights when you enter.

After visiting the farm, I moved my Packard there, renting a stall and, for those



Priming parts in the paint booth at Becker's DIY Restoration



"Did you hear that?" The owner, John, and Jeremy Mannthey ready the 1910 Maxwell for ignition after a 40+ year hiatus.



Photo by Melissa Becker

The 1917 Model T Speedster that is modeled after a Mercer inside the gate. Chris calls it the "Special" because it was originally built with his dad in mind.

Saturdays I worked on my car, paying a nominal facility use fee for equipment for the day which included help with using a lot of specialized shop equipment for such things as welding, and sandblasting. Bill would get me started on a project like painting or sanding. If I needed help or had a question, Bill or his son Chris, or fellow restorers like Clayton, Wayne, or one of the other guys working on their own vehicles would advise. Bill did some welding and fabrication on my trunk, which rust had disconnected from the frame. Then, about the time a new building was being added, I moved my bare-bones hulk of a car to Gary Martin's shop to build the wooden box for the top, which had also deteriorated.

Sadly, Bill passed away in 2010, at 64 years. Happily his widow, Karen, who handled all the business matters, and son, Chris, kept the restoration facilities open, and expanded them.

A couple of months ago, I drove Oregon Clipper Editor, John Imlay, there in the Duchess to see Becker's for himself with the intention of doing this story. The place had really grown. The new building was spacious and housed a rotisserie for car bodies and many more car projects were stored there.

Karen Becker is as much a car buff as any of the men out there, as well as her daughter-in-law, Melissa. Chris and Melissa's son, Carston, has been hanging out next to transmissions and brake drums since he was a baby. Carston has helped restore pedal cars and turn wrenches out of Chris' reach.

Karen filled us in on the business "We started this informally around 2005. Today we provide about 22 spaces for people to restore their own cars. We rent them a space about the size of a single car garage. They bring their own tools, but Bill had a huge collection of tools that are available also. And the people working out here help one

another. There's lots of interaction."

A couple dozen cars inhabit the grounds in various stages of restoration, but few '30s and '40s. Some of the antique cars being worked on or being test-driven around after a repair or adjustment included a 1907 Holsman, 1909 Brush, 1913 White, 1917 Hupmobile, 1919 Model T Ford all of which are a part of Becker's own collection, and a customer's 1910 Maxwell, which was the center of attention when we arrived.

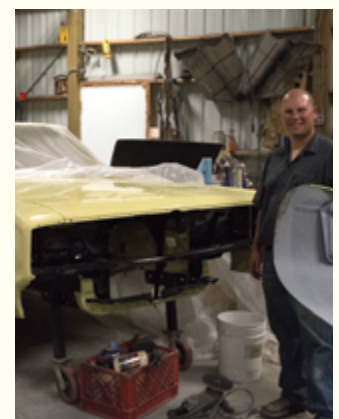
The owner, John, told us it had been sitting since 1973. He brought it out to Becker's recently for Chris and Jeremy Mannthey, to give it a safe start up.

"*Poor Boys Speed Shop* is a hobby, not a business; but if you have something specific you want fixed, we don't mind getting paid to do it," Jeremy said. *Poor Boys Speed Shop* is a side venture that supplements Chris and Jeremy's personal auto restoration hobbies.

The Maxwell is powered by 2 opposing cylinders that deliver 10 hp. It has a magneto, so no need for a battery. They cranked it. The engine started. Then, of



Paint booth in the original building.



Chris in 'Spirit' with a muscle car he recently painted.



Clayton Paddison and his antique Model T hot-rod were on *Jay Leno's Garage* web series. Photos/video with Leno at <http://www.paddisonprewar.com/media>

course, Chris announces, "We have to test drive it!"

There are two fabricated cars at Becker's and they are phenomenal. One, with a huge 'cycloptic' stinger headlight, is modeled after a Mercer runabout. The other is also a work of pure whimsy. It's Clayton Paddison's Model T Ford hot rod, which was featured this year on *Jay Leno's Garage* web series with Leno at the wheel, *Hemmings Motor News* and *Hemmings TV*.

"It has underdrive, direct, overdrive and a 2-speed planetary rear axle for 12 gears forward," Clayton explained.

"There weren't many hot rods in the 1920s, but this one is modeled after one of Roy 'Multi' Aldrich's 'Gow-jobs' built in the late '20s or early '30s."

There are three buildings on the 6.75A property at Becker's so far. The original Gray Building houses the body tools, machine shop with lathe and sheet metal



Melissa and Chris with Carston, an infant in 2010, in Bill's shop.

working equipment, a huge compressor, and fully ventilated paint booth.

Wayne Strid, who was one of the first to come out to work on his 1957 Chevrolet Pickup, was in the Gray Building. He had been painting the inside of the truck and would paint the body next.

In 2011, with the help of volunteers like Wayne, Jack Mayeaux, Terry Thornton and Clayton, 'Spirit' (the newest building) was completed.

Car guys from all walks of life come out to Becker's.

Karen mentioned, "An electrical engineer, contractor, psychologist, nurserymen, loan officer, and," looking at me, "even an ad guy."

"One fellow had an MG project car with 17 boxes of parts going nowhere. He was getting discouraged until he came out here. He started coming out on weekends doing body work and woodwork hav-



Left: Brian Walters in the Gray Building machine shop making sleeves so modern bearings will fit the 1909 Cadillac

Right: Regulars like Wayne Strid make Becker's DIY approach to restoration an effective experience. To bring some cars back, it takes a village. Wayne's help saved me time and effort.



Clayton Paddison in Becker's DIY Restoration workshop. If you feel the urge to tinker, have at it.

Photo by Melissa Becker



Left: The Duchess 2008 in the Gray Building about to have her trunk welded.

Right: Chassis of 1909 Cadillac (foreground) and 1926 Model T Roadster.



How modern a '40 Packard seems next to motor cars of an even more bygone era.



At the Cruise-In Country Diner on River Road and Farmington Road in Hillsboro.

ing access to all the tools he needed. Chris painted it for him. Beautiful result."

There are no 'trailer queens' coming out of Becker's. Almost all the cars are driven, like my Duchess. Dirt under the nails and mud on the tires are common; surgical gloves and Armor-All™ not so much.

As it turned out, this visit to Becker's was a blast,

and worth suggesting as a one-day tour. However, the car people at Becker's welcome strangers in hopes of expanding their community. So if you have some free time on a Saturday, just head out toward Scholls on Scholls Ferry Road, turn right at the light on Tile Flat Road, go up three mailboxes on the left and look for the gate with the full-size outline of the 1934 Rolls Royce in lights. Fol-

low the road until you see someone with a wrench and ask for Chris. You'll be glad you did.



A welcoming kind of place for the car crazy.



At the Cruise-In Country Diner awaiting great burgers, shakes and fries are, left to right, Clayton, Karen, Rich, John, Carston, Melissa, Chris, Jeremy and Wayne.



by John Imlay

VINTAGE SERVICE PHILOSOPHY



**Good Management is Needed
for Efficient Operation**

I recently purchased the Packard Service Letters from 1941 and 1942 which I assumed would help me in making sure I could properly sort out those post-production idiosyncrasies discovered with my 160. To my wife's amazement, I actually sat down and began to read through the freshly bound document containing all the 1941 letters from the Packard factory. It was an interesting treasure trove of information, but it was also a look into the world immediately prior to WWII. What were the problems, priorities, and philosophies of the Packard Company in a time when our country had yet to be forever changed by such a monumental event?



**A Service Salesman
Approaches the Customer**

Packard's sincere commitment to quality customer service, courtesy, and follow through was truly impressive! In that light, I offer this letter from July of 1941 which addresses the "Do's and Don'ts" for the Service Department in what I perceived to be an almost scolding tone. Are these philosophies the same today? Is this what you experience when you take your modern car in for service? By the way, the Reader's Digest article referred to was entitled, "The Repairman Will Gyp You if You Don't Watch Out!" by Roger Riis. Enjoy!



**Car Maintenance Requires
First Class Mechanics**



**A Dealer's Service Facility is
Open to Customer Inspection**



VOL. 15 No. 13

JULY 1, 1941

THE SERVICE SALESMAN AGAIN

A few do's and don'ts for the new service salesman. And these may apply to some of the old-timers, who have forgotten some of the rules.

You cannot expect to hold your present service volume, much less increase it, unless the handling of the customer is correct.

We are assuming that a careful and correct diagnosis of the trouble reported by the customer is made. We are also assuming that the character of the work done in the shop is good and that the work done will accomplish the results desired by the customer.

In addition to this mechanical part of the job being right, you cannot overlook any of the details in connection with the proper handling of the customer.

First in importance is promptness in waiting on the customer. This applies no matter how crowded the floor may be; whether you are talking to a customer or talking on the phone you should stop what ever you are doing long enough to greet the customer who has driven in.

Second in importance is courtesy. This applies not only during the greeting but throughout the contact. It implies an interest expressed in the customer's problems. It means finding out just what he wants accomplished. It means explaining the results you can get from the operation you are trying to sell him.

Third is following the job through. This means remembering the item which was causing the cus-

tomers the most concern; making sure the boys in the shop have the whole story and making sure after the job is completed that the shop has accomplished the result the customer wanted. Following through means having a definite understanding of the work to be done, of the price and of the time the car will be ready; and then seeing that the customer gets exactly what he understood in that agreement.

Every service salesman and every service manager should read carefully the first article in the July issue of "The Reader's Digest." The story is about a couple who traveled around the United States and found sixty-three per cent of the service stations to which they drove their car were dishonest in some respect in the handling of their business. The sad part about the article was that the higher percentage of "shady" treatment was found in well-equipped service stations in the larger cities, although it doesn't say these were authorized dealer service stations.

In addition to the "do's" already listed, there are a few "don'ts" which very definitely should be followed by any service salesman. Don't try to prove a customer wrong. Don't be antagonistic. Don't use high pressure or "shady" sales tactics. Don't oversell.

Service business is founded on good workmanship, confidence and hospitality. Service business must be earned by giving more value; fair, courteous treatment, keeping of promises and a sincere effort to understand each customer's need.



This year's Pumpkin Tour, consisting of eleven Packard Club members and eleven more friends from the Cadillac Club, started off in damp and rainy weather at the Carl's Junior parking lot in Oregon City on Friday, October 14th. The Packards in attendance were Matt and Karla's '49 Deluxe Eight sedan and Bob and Jan's '54 convertible while Chris Cataldo drove his '66 Caddy and several others drove more modern iron. Our final destination planned for Sunday was to be the Central Oregon Pumpkin Company in Terrebonne, OR.

We headed out for the Eagle Crest Resort in Redmond which was to be our lodging location and base of operations for the trip. To break up the long ride, we stopped at Belknap Hot Springs to eat a boxed lunch and enjoy their gardens. Afterward, it was fun walking around the grounds and looking for the "hidden" garden. Some of us found it, and some didn't.

We had twenty-two people staying in four cabins at Eagle Crest for the weekend. Everyone got along very well, with four to six people in each three-bedroom cabin. Dinner the first night was hosted at the home of club member Eric Sande who also treated us to a tour of his garage, vintage trailer, and shop. We got together for some breakfasts and Matt made sure each cabin had coffee fixin's. Fortunately, everyone was prompt when we gathered to go out on tours or for meals around the area. Some of the group rode with others in either Packards or Cadillacs and left their "modern iron" behind.

On Saturday, we had lunch in Redmond and visited two collections. The first was Peter Landsbergen's collection which contained two '35 Airflows; one Chrysler and one Desoto, along with a '50s Buick and '25ish Willys roadster. We couldn't help but notice that he had a twin to Bob and Jan's 1937 Packard Super 8 Convertible Coupe! Then after lunch, we went to visit Rick and Colleen Becerra's eclectic collection in Prineville. Rick restores cars from the metal or wood on up. He's an excellent painter who can discuss, in detail, the various paints formerly or currently used. He also had an extensive collection of matchbox cars lining the walls of his barn intermixed with old cars. You got to the barn through his "Vintage Village" which also contained a bunch of fun stuff.

We also visited a vintage trailer restoration shop called Flyte Camp. The work on these vintage trailers as well as on their new reproductions was absolutely beautiful. It made Jan want one, even though she's not a camping person. Matt was drooling.

Saturday night's dinner was at the Tumalo Feed Company in Bend. It's a late 1800s general store, that's been turned into a "cowboy" family-style restaurant. Lots of fun was had by all, and the food was 'rousin' good, too!

Our final day dawned grey, but at least the rain held off until later in the day. The Central Oregon Pumpkin



With my friend the carved bear at the Belknap Hot Springs

Great Pumpkin Tour

By Jan Taylor and
Karla Hackney



Becerra's Vintage Village

Company at Smith Rock Ranch was fun, with pumpkin cannons and a food court with funnel cake, coffee and sweets. Tons of different colored pumpkins and gourds were available for sale. This was the official end to our tour, so eventually we all said a fond farewell in the parking lot and headed our separate ways with the Potters leading some of the group to see another private collection while the rest of us headed back over the mountains... in the rain.



Bob, Monte, and Elaine in front of a 1937 Super 8 Convertible Coupe. 1935 Studebaker hood ornament in the foreground.



Matt and Karla after discovering the "Hidden" Garden



Sylvia Potter with '28 Ford Motor home



Pumpkin Farm Line Up. Matt and Karla's 1949 Deluxe Eight Sedan, Newlands' 1954 Convertible, plus some Cadillac friends



Eric Sande's 1953 Caribbean on the rotisserie



It's a Halloween Spooktacular!

This Free-range Leghorn Charvet made a play to replace the cormorant on this One Eighty. "Hey, I'm pretty hot in this chicken outfit," crows Dave.

Weeee!!!!

STORY BY JOHN IMLAY
PHOTOS BY GEORGE POTTER AND BILL JABS

.... the Halloween "Spooktacular" at Howard Freedman's garage on Sunday October 30th was a rousing success! It can certainly be said that a good time was had by all. The event was combined with the Classic Car Club, so there was a very healthy turn-out and Howard did a great job of setting up the garage to accommodate the crowd with many of his cars adorned with spooky accoutrements. Costumes ranged all over the map with some truly spectacular get-ups. Check out the pictures!

The evening began with some general milling about, meeting and greeting, and admiring Howard's collection as everyone looked over the donated items that were laid out for an oral auction which was to come later in the evening. A variety of beverages were on hand and some of us even indulged in a little pre-holiday cheer as it were. After about an hour, the food line-up began followed by more camaraderie as we dined together at the nicely laid out tables. With the pot-luck format, there was enough delicious food to feed two armies and we all did our best to do it justice.

Toward the end of dinner, Dave Charvet was hijacked into being the auctioneer for the various items to be sold off with the money going into the Club treasury. Items ranged from a pretty amazing antique camera to some very nice automobile related items and... some silly things too. I am happy to report that Dave's giant chicken outfit did not detract from his auctioneering prowess and for the most part, everything was sold. Let's hope that Howard is just as generous next year and we have a repeat!



Sylvia Potter as Victor/Victoria poses with our host Howard Freedman.



"Howard, I need a front-end for my buggy."
"I need a front end, too." unless The Horse, Of Course, is The Famous Mr. Larry Cox.



"Packard Speedster out of gas? Test drive my econo-broom!" Beverly Richards tells Patsy Miller.



Wade "Ammon Bundy" Miller, John "Braveheart" Imlay. That new diet is killing Margy!



Our Co-Director, Bob Douglas, holds court over our potluck dinner with wife, Frankie.



Stan Richards and Orv Crull discuss how farmers and ranchers can be friends.



Beverly and Roy Asbahr, night night...



Bob Earls confers with Bill Price over an undoubtedly technical issue while Evelyn Freedman and Lisa Nowak are clearly riveted.



"Do you think this crowd is too young to recognize a Beatle?" ask Jan and Roger Eddy.

Dinner is served



'Twas a cold and blustery winter's night this year for the 2016 Packards of Oregon Holiday Dinner at the Stock Pot Broiler, but that did not keep twenty-five intrepid souls from attending! Three of us even drove Packards! The ever-reliable Bob Douglas along with wife Frankie and June Fezler, arrived in his 1938 Packard Eight Touring Sedan, Joe Santana in his 1940 One-Sixty Convertible Sedan, "The Duchess," and I in my 1941 One-Sixty Touring Sedan.

A special thanks to Howard Freedman for all his work in setting this up and for all that he does for the club throughout the year. Although the group was a little smaller this year, it really was a lovely affair. Most arrived by about 6:15 for some pre-dinner snacking, hobnobbing, and maybe a cocktail before settling down to dine. I'm happy to say that Matt did a good job with the seating arrangements so that everyone was comfortable. Dinner was as delicious as ever (love that Tuscan beef!), the service was attentive without hovering, and the desserts.... well the desserts were plentiful and scrumptious. Karla Hackney even went to the trouble of recreating Jeanette McCready's famous Almond Roca which is a perennial favorite.

Toward the end of the evening, our Co-Directors, Messrs. Douglas and Glud, gave a brief recap of 2016 and reviewed several of the events we have planned for 2017. A couple big events are a tour in mid-May

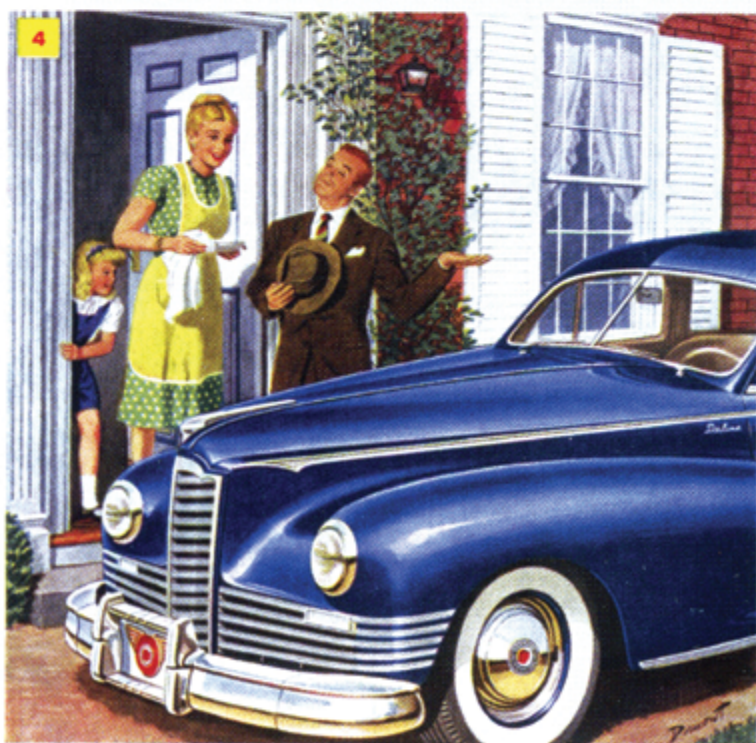
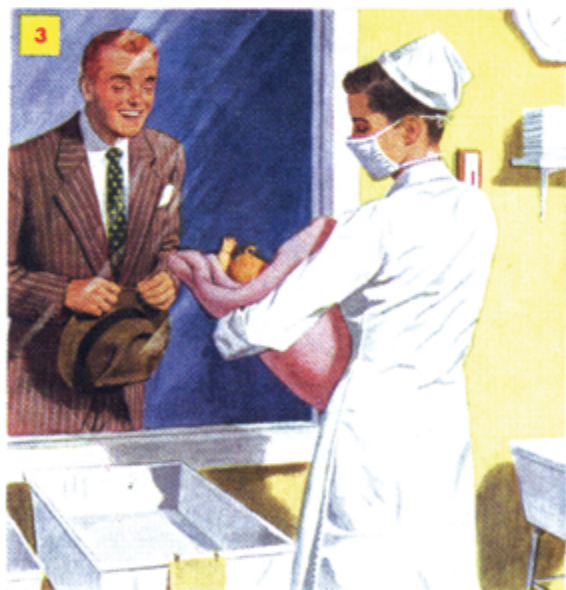
with our fellow Western Region Clubs hosted by our sister club, NorCal Packards. There's also a CCCA Grand Classic on June 24th up in Sequim, WA. Those, of course, are along with our usual events such as the Strawberry Social in June, the Forest Grove Concours, and the Pumpkin Tour in the October.

We began to close the evening with a dozen different conversations around the room as everyone basked in the post-prandial glow. The three of us who drove attempted to line our Packards up out front for a photo op, but alas, the headlights in the darkness did not afford good snapshots. Eventually, we all made for home feeling happy and full. Happy Holidays to all!!

- 1 Patsy and Wade Miller, and Stan Richards
- 2 June Fezler, Frankie Douglas, and Robert Douglas
- 3 Joe Munsch enjoys some focaccia bread.
- 4 Jeremy Wilson and family
- 5 Co-Directors Monte Glud and Robert Douglas pontificate briefly.
- 6 George and Suzie Choban relax with friends.
- 7 Dessert
- 8 Dessert
- 9 Howard and Evelyn Freedman
- 10 Dave McCready and Bill Price await a sumptuous dinner.
- 11 The Imlay's 1941 160
- 12 Stan and Beverly Richards
- 13 The Douglas' 1938 Packard 8
- 14 Joe Santana's '40 160 Convertible Sedan
- 15 Karla Hackney and Joe Santana discuss making pizza dough.



Speaking of red letter days...



Packard

• "Ask the man who owns one"

Calendar of Events

January 10, 2017

Monthly Membership Meeting
Peppermill

April 11, 2017

Monthly Membership Meeting
Peppermill

June 19-23, 2017

The Packard Club National Meet
Hosted by Michiana Packards
South Bend, IN

January tbd, 2017

2017 Tour Planning Meeting
TBD

May 9, 2017

Monthly Membership Meeting
Peppermill

June 24, 2017

CCCA Grand Classic
Sequim, WA

February 12, 2017

Annual Valentine's Day Brunch
with Classic Car Club
Multnomah Falls Lodge

May 19-21, 2017

Western Regions Tour
Hosted by Nor Cal Packards
TBA

July 11, 2017

Monthly Membership Meeting
Peppermill

February 14, 2017

Monthly Membership Meeting
Peppermill

June 11, 2017

Annual Strawberry Social
Hosted by Bill & Mary Jabs
Eagle Creek, Oregon

July 16, 2017

Forest Grove Concours d'Elegance
Pacific University

March 14, 2017

Monthly Membership Meeting
Peppermill

June 13, 2017

Monthly Membership Meeting
Peppermill

Uatch packardsoforegon.org,
your email, and attend the
monthly Packard Club meetings
for further information.



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